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WINE MERCHANTS,
12, QUEEN'S ROAD CENTRAL.

Hongkong Daily Press.

ESTABLISHED 1857

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WINE MERCHANTS,
12, QUEEN'S ROAD CENTRAL.

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[a1342]

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[47]

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	Width of Entrance on Bottom... ..	8
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DOCK No. 2.		
	Extreme Length... ..	37

DOCK No. 2.

Office.	Extremes	...	35
2653	Length of Blocks	...	36
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THE PROBLEM OF POPULAR.

HOW MESSRS. YARROW'S DECISION WILL AFFECT IT.

Our London correspondent's telegram about the removal of Messrs. Yarrows' works was too recent to be forgotten. The following amplifies the news. The decision of Messrs. Yarrows and Company, the well-known engineering and ship-building firm, to leave the Thames in the "Pall Mall" as described in a hard blow for Poplar, but it is not an unexpected one. As Mr. Yarrows told our representative in the course of an interview yesterday afternoon, the firm made up its mind to move to the North some time ago. This intention was well known in Poplar, and the decision now definitely announced has not excited the district; it has simply set it thinking even more seriously than hitherto on the hard problems with which this unfortunate borough is confronted.

Already there are in Poplar, as we have shown in previous articles, two thousand or three thousand men without employment; and when, in two years' time, Messrs. Yarrows transfer their works to the North they will leave behind them no doubt, a thousand more.

"Is there," our representative asked Mr. Thorpe, the representative on the borough council of the North, in which Messrs. Yarrows' works are situated, "is there any prospect of these men who are left behind being absorbed by other industries in the district?"

"None whatever," Mr. Thorpe replied. "There are no employers in the district to give them employment, and there will be no work for them to do. It is time, in my judgment, that men in the country should be told plainly that London is overcrowded, and that there is no room for them here."

What about the men who are here already, particularly those who, after Messrs. Yarrows have gone, will be left behind without employment?

"They will also have to go out of the neighbourhood. They will have to follow the trade, and if the trade goes North they must go North."

"Will they do that?" "That is the question. Poplar has attracted certain conditions of men here, and they have stayed. The Poor Law here is administered that if men can't get work they must be fed. It is all part of a very strong scheme of social democracy."

Mr. Thorpe went on to say that in busy periods as many as three thousand men have been employed at Yarrows, and that twelve hundred are there at this moment, but a combination of circumstances, including high rates, have brought about the decision to move.

"With its low rateable value, there is no prospect, is there," our representative suggested, "of Poplar's rates being lowered?" "I am afraid not," was the reply. "We shall be doing well if we keep them at their present level of twelve shillings in the pound." One of the officials of the borough council who was present during the interview pointed out that so poor was the district that the rateable value of Poplar was little more than £200,000. If Kensington, the area of which was similar, had the same rateable value, it would have to be rated at nearly twenty shillings in the pound.

Afterwards our representative had an interview with Mr. Yarrows himself. "You have come to ask me, I expect," Mr. Yarrows said, "if we are really leaving. Yes, indeed, we are. The cost of construction here is so great, owing to the high cost of labour, rates, and material, that it is almost impossible for us to compete successfully with other firms more favourably situated. We have long since made up our minds to go, and at the present moment two or three representatives of the firm are looking at sites on the north-east coast and on the Clyde. In due course they will report to me, and the site that seems most suitable will be selected. My impression is that it will be on the north-east coast."

"And when do you go?" "Under the most favourable conditions we shall not be able to move for two years."

"Will you be able to take with you any proportion of the twelve hundred men whom you are now employing?"

"We shall take a certain number, but the proportion of the total must necessarily be very small. In the North the people are more earnest, London, in my opinion, is becoming more and more a centre of politics and pleasure. You do not find this craving for amusement to the same extent in manufacturing places. The men there are more thrifty, and the thrifty men are generally the better men. In London there is too much extravagance; it pervades the lower classes as well as the upper."

Returning to the question of the cost of production, Mr. Yarrows said the firm had had to refuse a great deal of work because it could not compete successfully with others. "There is no doubt," he remarked, "that the difference in the cost of production between the North and London is becoming less favourable every day for London. Our own alternative was to decide on going to the North or going through the bankruptcy court—I put it as strongly as that—and we preferred the former."

"At one time," Mr. Yarrows added, "London was the centre of iron shipbuilding, and there were a number of celebrated engineering firms on the Thames. I refer to such firms as Maudslays, Sawley, Duguid, Ransell, and Easton and Anderson—all have passed out of existence. Many others have left London for other places, like the firms of Allen of Bedford, Williams and Robinson of Rugby, Simpson of Newark, Messrs. Siemens are now doing a great part of their work at Stafford, Messrs. Thornycroft, whilst they are continuing their operations at Chiswick, are doing a large portion of their work at Southampton. So that it comes to this, that many well-known firms that have wished to keep in existence have had to move from London, and it means, I am sorry to repeat, that we are going to the North—to the site that offers us the greatest advantage."

SHARE REPORT.

Messrs. Brierley and Co., in their weekly share list, dated the 2nd December, 1905, say:—The week has passed without bringing any improvement at all to our share market and the quotations made in our two last circulars can only be confirmed. Business has been very small and rates have weakened further; in fact private sales have been effected in several cases under the ruling quotations, but rates have not been made public. The sterling demand rate in London closed at 2s. 12d., while the rate of Shanghai is nominally unchanged. Consols at 100 are quoted 99½, and Consols at 101 are unchanged.

BANK SHARES.—Hongkong and Shanghai Bankers found buyers at the reduced rate of \$87½, and a few more shares can be placed; the London rate is £3 5s. 6d. Nationals are unchanged.

MARINE INSURANCE SHARES.—Unions are for sale at \$750, while China Traders are stronger with buyers at \$90. North China and Mercantile are at \$87½, but they are obtainable now at \$87. Yangtze Navigation is at \$100, so we follow this quotation in the absence of local sales. Cantons remain on offer at \$330.

PIER INSURANCE SHARES.—A few Hongkong changed hands at \$33½, and more are on offer. Chinas sold at \$87½, and are quiet at \$87, although at \$86 buyers might be found.

SHIPPING SHARES.—Hongkong, Canton and Amoy sold at \$251 and \$25, but there are no buyers now apparently under \$25. Indochina sold at \$85, closing at \$83½. Indochina quotes \$127, but there are no buyers. Shanghai and Amoy are for sale at \$20, while Hongkong and Amoy are at \$35. Star Lines have buyers at \$32 for old, and sellers at \$23 for new, after a few sales of the latter issue. Shell Transporters are firm at 25s. 0d., while Renter gives the London quotation with 21s. 6d. sellers. Hongkong Steam Waterworks are offering at \$13.

REFINERIES.—China Sugars are weak at \$15. Luzon sold at \$20, \$21 and \$22, and close with buyers at latter rate.

MINING SHARES.—Unchanged and without sale.

DOCKS, WHARVES, GODOWNS, &c.—Hongkong and Whampoa Docks have attracted some little attention, and sales have been effected at \$167 to \$165, at which latter rate more shares are obtainable. Geo. Foxwoods have not been mentioned, neither New Amoy Docks, and rates are unchanged. Farquhar's have ruled quiet, and our last Shanghai wire notes that sellers and our last Shanghai wire notes that sellers.

LANDS, HOTELS AND BUILDINGS.—Hongkong Land Investment and Agency Company's shares sold at rates ranging between \$123 and \$129, at latter rate there are sellers. Kowloon Lands, as well as West Point, are unchanged. Hongkong Hotels sold at \$140. Humphreys changed owners at \$12½, and have further sales. Shanghai Lands can be placed at \$12.

COTTON MILLS.—Ewe's have jumped to buyers at \$16; we hear that this Company will pay a dividend of \$1.8 per share for the year ended 31st October, 1905. Other Cotton Mills are unchanged.

SUNDRY MANUFACTURING COMPANIES.—Oil Electricals have buyers at \$15.20; the new issue shares, on which a final call of \$5 per share was due yesterday, are quoted \$14½ buyers. Green Island Cement have been fixed at \$29 and \$28½, and have sellers at the lower figure. Other stocks under this heading are unchanged.

MISCELLANEOUS.—China Providents have been done at \$91, and there are further sellers at this rate. Langkats are quoted \$12½. Old Landmarks have sellers at \$7, and the new issue (call payable yesterday) at \$7. A. S. Watsons sold down to \$12, but at that figure there are buyers. Payells are quoted \$11. Other stocks under this heading unchanged.

ECONOMIC ASPECT OF PUBLIC COMPANIES.

The Rt. Hon. Viscount Goschen's collected essays and addresses on economic questions appear to be well worth reading. Following is an extract from a *Times* review:—

"The man who flatters himself that he lives in the twentieth century is apt to despise descriptions of old times, and to regard as mere antiquarianism the study of the past. But it is a very interesting period from the economic point of view; and Lord Goschen's comments on the events of that time are well worth careful study from any one who wants to understand what is going on around him now. Why was the average discount rate for 1863 seven per cent., and why was the rate for 1893 only two per cent. in 1897? The two articles (originally published in the *Edinburgh Review*) entitled 'Seven per Cent.' and 'Two per Cent.' are a mine of information on the nature of the Money Market and of business in the highest sense, and much of it bears on existing problems. In the former of these essays Lord Goschen describes the wonderful growth of limited liability as applied to joint-stock companies, and the tremendous collapse which followed in its wake. On this subject he says, in the introductory note to the article:—

"Another subject to which I give prominence was the effect of the expansion of the joint-stock company system on the various conditions of the money market, and the fresh directions which it gave in many respects to the commercial and industrial enterprise of the country. The development of limited liability made a deep impression on me from the first, as constituting an extremely important factor, not only in the narrower world of business, but in the distribution of wealth in the community at large. The principal burden of my article on 'Seven per Cent.' in 1895, and again came under revision in the companion picture, 'Two per Cent.' in 1898. But the continuous and wider influences exerted by the fundamental change wrought by the transfer of an enormous proportion of our industry and commerce from private individuals and firms to public companies with

their myriads of shareholders, will be found to be treated very fully in my address on the Condition and Prospects of Trade, delivered in 1895, and still more so in that on 'The Increase of Moderate Intoxication' in 1897, both reprinted in this volume. I have always been a greatly struck by the economic consequences of the change as by its banking effects, far-reaching as the latter have been. Its influence on the distribution of profits over an ever-widening area of the population should never be overlooked. With all its dangers, with some deleterious influences on commercial character, with its temptations to the foolish, and its opportunities for the dishonest, it has nevertheless enormously increased the number of those who participate in the business profits of the nation, and, *pro tanto*, has checked accumulations in the hands of a more restricted class."

In the article called "Two per Cent." written in January, 1898, he returns to the subject, and makes some remarks which show that even at that early period of his career, he was deeply impressed with the need for reserves. He says:—

"In one respect, indeed, the development of joint-stock enterprise has exceeded the hopes of its most sanguine friends. Its functions were to be double—to collect drainage and to utilize it. As far as its object was to collect every drop of available capital into central reservoirs, it has done all and more than was expected. But many of the reservoirs proved unsafe, and the fields into which the capital, when collected, was poured, turned out, in many instances, most unremunerative. The theory of the system as expounded by the French avowedly contemplated an increase of national force by the concentration of capital, which might otherwise not be utilized at all. The concentration has taken place, and even in an exaggerated form. Not only have savings, real available capital, been sucked in, but capital which was not available at all. The world parted with its reserves. Working capital was sacrificed in the craving for speculative investments. Many borrowed money for their permanent regular business, in order to be free to pour their own resources into a joint-stock company or into foreign funds. The concentration was too efficient, the subsequent diffusion very unsatisfactory. Of the actual losses we have already spoken. But the disasters are not to be measured by them. The country has laboured ever since under the absence of reserves. Too often the possibility of creating fresh reserves has been cut off by the necessity of meeting liabilities incurred upon shares which were not fully paid up. In other cases strenuous efforts are doubtless being made to restore the necessary working capital of a business to a normal amount. The process of course involves a continuous sale of imprudent or excessive investments, and, in the absence of any demand for such securities, the fall in prices has naturally been very great. The operations necessary for reconstructing 'reserves' seem to us to be by no means one of the least effective causes of the coexistence of panic prices for shares and stocks with money at Two per Cent."

OWING TO HIGH EXCHANGE FROM DATE WE HAVE REDUCED THE PRICES OF ALL OUR WINES & SPIRITS 10 PER CENT. FOR CASH AND 5 " " CREDIT SALES.

N.B.—These reductions do not apply to BEERS, STOUT and CIGARS.

GREGOR & CO.

19, QUEEN'S ROAD.

UNEQUALLED For HIGH QUALITY, EXQUISITE FLAVOUR & DIGESTIBILITY.

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"Pure and Unmixed"—THE LANCET.
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The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

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881

WALTHAM WATCHES

The best watches that can be constructed. All guaranteed. For sale all over the world. AMERICAN WALTHAM WATCH COMPANY, Waltham, Mass., U.S.A.

MITSUBISHI GOSHI-KWAISHA (MITSUBISHI CO.) COAL DEPARTMENT

MARUBO UCHI, TOKYO. Cable Address, "IWASAKI," which applies to all Branch Offices and Hongkong and Shanghai Agencies. A1, ABC 5th Edition, Western Union Codes used. All Letters Addressed:—MANAGER, MITSUBISHI CO., with name of place under. BRANCH OFFICES:—NAGASAKI, MOJI, KOBE, KATSUMI and HANKOW. AGENTS:—SHANGHAI: H. J. H. TRIPP. HONGKONG: H. U. JEFFRIES. MANILA: MACDONALD & CO. CHINKIANG: CHANGING & CO. YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railway, Sanyo, Kinshu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers. EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America. SOLE PROPRIETORS of Takashima, Ochi, Shinnew, Namazaki and Kami-Yamada Collieries and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

Sole Agents for Kigis, Komatsu (Tagawa) and Yashimochi (Ochi) Collieries. The Head and Branch Offices and the Agencies of the Company will receive any order for Coal produced from the above Collieries. Coal sold in 1904 by the Company amounted to 1,520,000 tons.

TAKASHIMA COAL. New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity. Hongkong, 15th February, 1905, [108]

CLEANSE YOUR BLOOD

WITH GRIMAUD & CO'S SARSAPARILLA

The original sarsaparilla, recommended for the last 40 years for lymphatic diseases, eruptions, boils, and all disorders of the skin.

GRIMAUD & CO, 4, rue Vivienne, PARIS.

The Allenburys' DIET

The "Allenburys' DIET is for Adults and is quite distinct from the "Allenburys' Foods for Infants."

ALLEN & HANBURYS Ltd., 37, Lombard Street, LONDON.

A LIGHT NOURISHMENT FOR GENERAL USE.

This DIET is recommended in place of ordinary milk foods, gruel, &c. Whilst acceptable to all as a light nourishment it is particularly adapted to the needs of Dyspeptics, Invalids and the Aged.

The "Allenburys' DIET is readily digested by those who cannot take cow's milk, and is particularly serviceable in convalescence.

The "Allenburys' DIET is made in a minute by the addition of boiling water only.

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

PORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND HAWAIIAN PORTS.
EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW AND LIVERPOOL	"HUICHOW"	On 5th December.	
GLASGOW AND LIVERPOOL	"IDOMENEUS"	On 12th December.	
GLASGOW AND LIVERPOOL	"STENTOR"	On 19th December.	
GLASGOW AND LIVERPOOL	"KANCHOW"	On 26th December.	
GLASGOW AND LIVERPOOL	"TELAMACHUS"	On 29th December.	
GLASGOW AND LIVERPOOL	"PYREHUS"	On 2nd January.	
GLASGOW AND LIVERPOOL	"PAKLING"	On 9th January.	
GLASGOW AND LIVERPOOL	"SAINT BEBE"	On 16th January.	
GLASGOW AND LIVERPOOL	"PATROCLOS"	On 23rd January.	

FOR	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"DEUCALION"	On 5th December.	
AMSTERDAM, LONDON and ANTWERP	"HECTOR"	On 19th December.	
GENOA, MARSEILLES and LIVORNO	"GLAUCUS"	On 20th December.	
AMSTERDAM, LONDON and ANTWERP	"TYDEUS"	On 2nd January.	
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 16th January.	

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKO.	"TELEMACHUS"	On 1st January.	

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"TYDEUS"	On 28th December.	

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
Kobe and NAGASAKI	"CHIHLI"	On 4th December.	
MANILA	"TEAN"	On 5th December.	
Cebu and ILOILO	"SUNGKIANG"	On 5th December.	
SHANGHAI	"YOHOW"	On 8th December.	
Kobe	"CHANGSHA"	On 9th December.	

* Attention of Passengers is directed to the superior accommodation offered by these
steamer, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 30th November, 1905.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
LYRA	4,417	G. V. Williams	Friday, December 15th
PELLEADES	3,753	F. G. Partridge	Friday, December 29th

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, 29th November, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATE
C. FERD. LAEISZ (HAYRE and HAMBURG)	(Calling at Singapore, Penang and Colombo)	On 4th Dec. Freight.
STHONIA	(Calling at Singapore, Penang and HAMBURG)	On 22nd Dec. Freight.
AMBRIA	(Calling at Singapore, Penang and HAMBURG)	On 10th Jan. Freight.
BRISGAVIA	(Calling at Singapore, Penang and HAMBURG)	On 24th Jan. Freight.
RHENANIA	(Calling at Singapore, Penang and HAMBURG)	On 7th Feb. Freight & Passengers.
NUBIA	(Calling at Singapore, Penang and HAMBURG)	On 11th Jan. Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this
steamer. Saloon and cabin midships. Lighted throughout by electricity. Daily qualified
doctors are carried.
For Further Particulars apply to—
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE, KNE'S BUILDINGS.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
TAMSCI VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 10th Dec.	
SWATOW (DIRECT)	"ANPING MARU"	WEDNESDAY, 6th Dec., at 10 A.M.	
SHANGHAI VIA SWATOW AMOY AND FOCHOW	"ANPING MARU"	TUESDAY, 12th Dec. at 10 A.M.	
FOCHOW VIA SWATOW AND AMOY	"DECIMA"	TUESDAY, 5th Dec. at 10 A.M.	
ANPING VIA SWATOW AND AMOY	"PRIETHOF"	WEDNESDAY, 13th Dec., at 10 A.M.	
SHANGHAI VIA SWATOW AMOY AND FOCHOW	"TRIUMPH"	SUNDAY, 24th Dec. at 10 A.M.	

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with electric light.
* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
at No. 8, Des Vaux Road Central.
Hongkong, 30th November, 1905.
T. ARIMA, Manager.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LOGGERS.

N.D.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DATE
PRINZ REGENT LUITPOLD	WEDNESDAY 6th December
PRINZ HEINRICH	WEDNESDAY 20th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 3rd January
ONISENAU	WEDNESDAY 17th January
ROON	WEDNESDAY 31st January
PREUSSEN	WEDNESDAY 14th February
ZITEN	WEDNESDAY 28th February
PRINZESS ALICE	WEDNESDAY 14th March
BAVERN	WEDNESDAY 28th March
PRINZ REGENT LUITPOLD	WEDNESDAY 11th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 25th April
SACHSEN	WEDNESDAY 9th May
PRINZ HEINRICH	WEDNESDAY 23rd May
BOON	WEDNESDAY 6th June
PREUSSEN	WEDNESDAY 20th June
ZITEN	WEDNESDAY 4th July
OLDENBURG	WEDNESDAY 18th July
BAVERN	WEDNESDAY 1st August
PRINZ REGENT LUITPOLD	WEDNESDAY 15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 29th August

ON WEDNESDAY, the 6th day of DECEMBER, 1905, at Noon, the Steamer
"PRINZ REGENT LUITPOLD," Captain H. Kirchhoff, will MAILS, PASSENGERS,
SPECIE, and CARGO, will leave this Port at 5 P.M. on MONDAY, the 4th December. Cargo an
Shipping Orders will be granted till Noon, on MONDAY, the 4th December. Cargo an
Specie will be received on Board until 5 P.M. on TUESDAY, the 5th December. and Parcel
will be received at the Agency's Office until Noon, on TUESDAY, the 5th December.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON.
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to Leave from COLOMBO to MARSEILLES (Brindisi)
Marseilles & London 2 days earlier

Steamers	Leave	Connecting Steamers	Due at	Due at
COLOMBO	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
ARCADIA	10th Feb.	BRITANNIA	10th Mar.	16th Mar.
DONGOLA	24th Feb.	MOLDAVIA	24th Mar.	30th Mar.
DELHI	10th Mar.	MONGOLIA	10th Apr.	16th Apr.
DELTA	24th Mar.	MOULTAN	24th Apr.	30th Apr.
OCEANA	10th Apr.	MARMOBA	10th May	16th May
ARCADIA	24th Apr.	Y. TORIA	24th May	30th May
DEVANHA	10th May	HIMALAYA	10th June	16th June
DONGOLA	24th May	INDIA	24th June	30th June

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express
Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time
of booking.

In addition to the above Mail Steamers the following—
INTERMEDIATE (non-transitment) STEAMERS
WILL LEAVE FOR
LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Leave	Due at
HONGKONG	SINGAPORE	LONDON	
JAPAN	14th Feb.	14th Feb.	31st Mar.
SUMATRA	28th Feb.	28th Feb.	14th Apr.
NUBIA	14th Mar.	14th Mar.	28th Apr.
CEYLON	28th Mar.	28th Mar.	11th May
FORMOSA	11th Apr.	11th Apr.	25th May

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
* "JAPAN," "CEYLON" and "FORMOSA" carry only First Saloon Passengers.
For Passage apply to—
E. A. HEWETT,
Superintendent.

Hongkong, 1st December, 1905.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT MALABAR
COAST).
PROPOSED SAILINGS FROM HONGKONG.
1905.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight and further information, apply to—
DODWELL & CO., LD.,
Agents.
Hongkong, 30th November, 1905. 2105-2135.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAPAN	First half of December	JAVA PORTS	First half of December
TJIPANAS	JAVA	First half of December	JAPAN via SHANGHAI	Second half of December
TJIMAH	JAPAN	First half of January	JAVA PORTS	First half of January

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

York Buildings, 1st Floor.
Hongkong, 24th November, 1905.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived, Consignees of Cargo are hereby

informed that Cargo are being landed and

stored at their risk and expense into the

hazardous and/or extra hazardous Godowns of

the Hongkong and Kowloon Wharf and

Godown Co., Limited, whence delivery may

be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Claims must be

sent in to the Office of the undersigned before

Noon on the 5th December or they will not be

recognised.

No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the

5th December will be subject to rent.

Bills of Lading will be countersigned by

DAVID SASSON & CO., LD.,

Agents.

Hongkong, 30th November, 1905. [235]

OCEAN STEAMSHIP COMPANY,

LIMITED.

AND

CHINA MUTUAL STEAM NAVI-

GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"OANFA,"

are hereby notified that the Cargo is being

discharged into Craft, and/or loaded at the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., where in both

cases it will be at Consignees' risk. The Cargo

will be ready for delivery from Craft or Godown

on and after the 1st December.

Optional Cargo will be landed, unless notice

has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined at 11 A.M. on the 5th December.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods

remaining undelivered Godown, and all Goods

will be subject to rent.

All Claims against the Steamer must be

presented to the Undersigned on or before the

5th December, or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 20th November, 1905. [9-10]

S.S. "ARMAND BEHIC."

COMPAGNIE DES MESSEGERIES

MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Hongkong ex s.s.

"Medice," from "Bordeaux" ex s.s.

"Ville de Dunkerque" and "Frederic-Moriel,"

in connection with above Steamers are

hereby informed that their Goods, with the

exception of Opium, Peas and Beans, which

are being landed and stored at their risk into

the hazardous and/or extra hazardous Godowns

of the Hongkong and Kowloon Wharf & Godown

Co., Ltd., at Kowloon, whence delivery may be

obtained immediately after landing.

Optional Cargo will be forwarded on unless

information is received from the Consignees

before Noon To-day, requesting it to be

landed here.

Bills of Lading will be countersigned by the

Undersigned. Goods remaining undelivered after

Thursday, the 7th December, at Noon, will be

subject to rent and landing charges.

All claims must be sent in to me on or before

7th December, or they will not be recognised.

All damaged packages will be examined on

Thursday, the 7th December, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 30th November, 1905. [2]

FROM HAMBURG, BREMEN, ROTTER-

DAM, ANTWERP, PENANG AND

SINGAPORE.

THE H.A.L. Steamship

"SILVIA,"

Captain Jager, having arrived from the

above ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading for

counter-signature by the Undersigned and to

take immediate delivery of their Goods from

